

THE TIMES-DISPATCH FOUNDED 1850.

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RICHMOND, VA., SUNDAY, MAY 31, 1903.

SUMMARY OF DAY'S NEWS

THE WEATHER.

WASHINGTON, May 30.—Forecast for Sunday and Monday: Showers Sunday and Monday; cooler in southeast portions Sunday; fresh northeast winds.
Norfolk—Showers Sunday and Monday; light to fresh south winds.

After hours of intense heat Richmond yesterday experienced a downpour, almost in the nature of a cloudburst, that cleared the atmosphere and reduced the temperature to a comfortable level. Showers are expected to-day, and the mercury will be lower.

STATE OF THE THERMOMETER.

5 A. M.	77
12 M.	85
2 P. M.	86
5 P. M.	81
8 P. M.	78
12 midnight	68
Average	77 1/2

HIGHEST AND LOWEST TEMPERATURES.

Highest temperature yesterday	87
Lowest temperature yesterday	67
Mean temperature yesterday	77
Normal temperature for May	67
Departure from normal temperature	10
Precipitation during past 24 hours	1.46

MINIATURE ALMANAC.

May 31, 1903.	HIGH TIDE.
Sun rises, 4:52	Morning, 8:11
Sun sets, 7:23	Evening, 8:48
Moon rises, 11:41	

June 1, 1903.

Sun rises, 4:52	HIGH TIDE.
Sun sets, 7:23	Morning, 8:08
Moon rises, 12:09	Evening, 8:45

FIVE HUNDRED PEOPLE BEYOND HOPE OF RESCUE

North Topeka Ravaged by Fire and Water.

THIRTY PEOPLE KNOWN TO BE DEAD

Others Are at Highest Points with heads just above water

THE BURNING HOUSES FLOAT ABOUT STREETS

Men and Women, Unable to Hold on Longer, Are Dropping from Tops of the Trees Into the Flood.

Women Struggling in the Fierce Current.

(By Associated Press.)

TOPEKA, KAN., May 30.—People who did not leave North Topeka last night when they had a chance are now in the greatest danger of losing their lives. As far as can be estimated at this time, over 500 people are beyond reach of rescue. The river is rising at the rate of 3 inches an hour. Thirty are known to be dead, and the list will be larger. Hundreds are missing. People are drowning and others are burning to death. If any portion of North Topeka shall escape destruction by the flood it seems tonight as though it would finish the work. The large lumber yards of Jonathan Thomas caught fire this afternoon and whole blocks of houses were burned. Burning houses are floating through the streets and setting fire to the others. It is reported that the Union Pacific Depot and Hotel have been burned. There is no possibility of quenching the flames. The loss of life will be appalling, the property loss in the millions. Nobody can tell just what has been destroyed. The water extends around Shorey and other suburbs.

HUNDREDS IN DANGER.

Every foot of North Topeka, inhabited by 10,000 people, is under water. The current is so swift that no boat can live in it. Seven thousand people have escaped to the south side and are being cared for as well as possible. The remaining hundreds have not yet been accounted for. They have been forced to the top floor or the roofs of buildings and are waiting for the water to subside or carry them down stream. Below town scores of men are in tree tops yelling for help. Thousands of revolver shots and screams have been heard on the north side, signals for aid. Women and children in the west part of North Topeka are standing on highest points in reach, and yet are in water to their necks.

Chief of Police Goff and Thomas Page,

a prominent miller, with their families, are among the many who cannot escape from the flood. The current is rapidly getting stronger and is sweeping across the city from the north. People are dropping from tops of houses and trees, having become exhausted by the eighteen hours' imprisonment, and are being swept away. Several are known to have been burned to death.

STRUGGLE IN CURRENT.

It is reported by men who have been in sight of the district that hundreds there are suffering and sick. The current is so strong that cars are useless, and early in the afternoon a gang was organized to row as far as possible and swim the rest of the distance. Several houses were overturned, and women have been seen struggling in the water. The river reached the Rock Island Depot on First Street to-day. The water on Crane Street is eight feet deep, and the current is like a mill race. Perhaps a hundred people have been thrown into the water at that point. The river is twenty-five feet above the low water mark and is still rising. The weather is cold, and the people who have not been rescued are suffering intensely. Unless they have help soon it is feared that many will die of exposure.

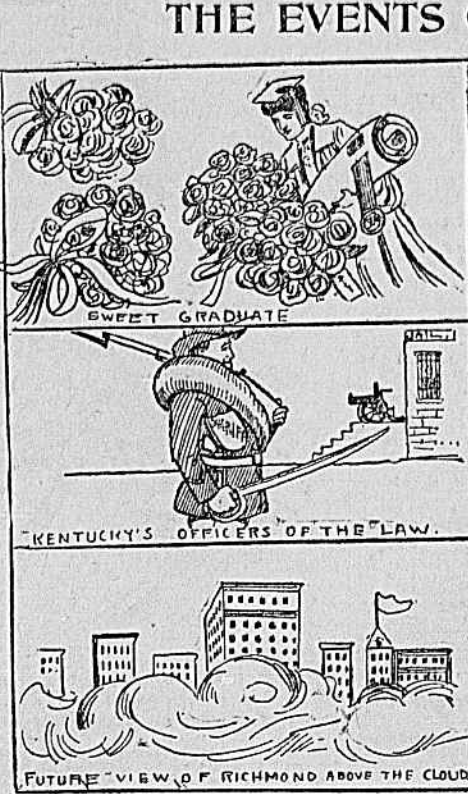
In the B Street colored Baptist Church on the north side, more than one hundred victims of the flood are gathered. The water flooded the building, and the people are standing on pews to keep their heads above the water.

The work of rescuing and caring for the flood survivors is being carried forward systematically. Contributions are being rushed to the Committee on Relief. Citizens are opening their homes to survivors, and every indication is that the city will be well able to care for those who have left their homes. Every public building in the city is sheltering scores of homeless people. The Rock Island has received a report that the river is falling at Manhattan. Offsetting this comes a report that a waterspout has started a foot rise down the Blue River.

GETTING WORSE.

Flood conditions are getting worse at Lawrence. More than 500 people in the north part of the town are homeless. The large flour mill belonging to Congressman J. D. Bowersock was destroyed.

(Continued on Fifth Page.)



PLEA OF THE CAR MEN IS FLATLY REJECTED

The Company Positively Declines to Arbitrate.

MATTER IS NOW IN HANDS OF UNION

Decision Will Be Reached at a Meeting Wednesday.

MEN NOT TALKING OF THEIR INTENTIONS

Fears Expressed that There May Be a Tie-Up of the Lines With Much Inconvenience Attendant Thereupon—The Letter of Manager Huff a Brief Document.

A general strike of the street-railway employees of this city on all the lines of the Virginia Passenger and Power Company is now feared. The reply of the company through General Manager S. W. Huff to the proposal of Division No. 152, of the Amalgamated Association of Street Railway Employees, to submit the proposed articles of agreement to arbitration was returned yesterday, and is a flat refusal of the request for arbitration. The general manager, in his communication in answer to that of the Executive Board flatly states that "the company must decline to re-arbitrate." The company stands pat on its agreement of ten months ago.

This fact, taken in connection with the further fact that the request for an arbitration of the demand of the men for fewer hours of work and a higher scale of pay has been maturely considered and was submitted only after it had been approved by the International Association of Street Railway Employees, would seem to indicate that the employees, too, will not recede from their position, taken after due deliberation. Much as one may regret that these conditions exist, there is no denying the fact that they do exist. Just when final action will be taken by Division 152 has not yet been agreed, and will not be until one night this week, when a meeting will be held to hear and act upon the report of the Executive Board. The chairman stated last night that no time had yet been fixed for the meeting.

Letter to the Company.

Here is the communication addressed to the general manager by the Executive Board a week ago:

Division No. 152,
The Amalgamated Association of Street Railway Employees of America, Inc.,
Richmond, Va., May 25, 1903.

Mr. S. W. Huff, General Manager Virginia Passenger and Power Company.
Dear Sir:—Since articles of agreement tendered your company on May 1st cannot be amicably and mutually agreed upon, we beg of you to submit the matter in question to arbitration. Arbitration Committee to be selected as provided in aforesaid agreement. An answer to be forthcoming within specified time.

Yours truly,
W. J. GRIGGS (Chairman),
W. H. CLEATON,
E. W. REDFORD,
P. F. DEFOREST,
C. M. CLEATON,
C. W. ST. CLAIR,
E. O. GRIGGS,
J. W. WHITLON,
R. H. THOMAS,
Executive Board.

Mr. Huff's Reply.

To this communication General Manager S. W. Huff last night forwarded the following reply:

May 30, 1903.
Messrs. W. J. Griggs, Chairman, W. H. Cleaton, E. W. Redford, P. F. DeForest and others, Executive Board, Amalgamated Association Street Railway Employees of America, Division No. 152, Richmond, Va.

Gentlemen:—I am in receipt of yours of May 25th, requesting that this company arbitrate the agreement submitted by you. It seems evident from your statement to the public that the only real issue is the rate of wages, and as the existing scale of wages is now maintained under an arbitration of only ten months' standing, the company must decline to re-arbitrate.

Very truly yours,
S. W. HUFF,
General Manager.

In order to understand the street-railway situation as it exists, it will be necessary to briefly summarize the proposal of the employees and the answer thereto of the general manager. Nearly ten months ago the street-railway employees ordered a strike, owing to a difference as to wages and hours. After twelve hours it was agreed to submit the differences to arbitration. This was done and the report of the arbiters was accepted by both sides and the men returned to work. One of the results of that strike was an agreement on nine hours' work daily at an agreed scale. A week ago Division No. 152 of this city, through the Executive Board named above, submitted to the general manager a proposal of a general agreement or contract for the settlement of all questions between employer and employee and along with it a request for a new scale of wages. This contract is divided into eight sections.

Section 1 provides that the company, through its accredited officials, will treat with the men through their accredited organization.

Section 2 suggests a temporary board of arbitration, consisting of five persons, two chosen by the employees and two by the company and the fifth jointly by the two to which all differences or agreements which cannot be settled by the two parties shall be submitted.

The third section provides for the reinstatement of suspended men with full pay during period of suspension, when

SET FIRE TO A HOUSE

Lightning Strikes a Residence in Fulton.

HARD STORM SWEEPS CITY

Streets Flooded With Water and Soldiers Companies March Through it.

Many People Caught at Hollywood.

For an hour or more last evening a storm, fierce as long as it lasted, swept over the city, deluging the streets with a torrent of rain and sending forth blinding flashes of lightning which in one case struck an East End residence, setting the place afire and terrifying a household of people.

At a most inopportune moment the down-pour came to disturb the exercises in progress at Hollywood in connection with the annual observance of Memorial Day. Many of the thousands of people who turned out were caught all unawares, and the military in their bright, full dress uniforms suffered horrors. Two companies with banners flying and bands playing went ahead—on into a flood in one of the streets and emerged somewhat demoralized.

GREAT DOWNPOUR.

The storm began shortly after 6 o'clock, coming out of a bank of dark clouds which had been hovering over for several hours. A rumble of distant thunder and a rush of very near wind preceded a great downpour of rain. Within an hour an inch and five hundredths fell, and more came later on at night after 10 o'clock. Hardly as much rain as this fell during all of last month. Accompanying the rainfall was a rapid fall in temperature. The mercury dropped from 81 degrees at 6 o'clock to 68 degrees at 8 o'clock.

During the career of the storm the lightning was at times blinding. One brilliant flash struck in Fulton and did some little damage. House No. 28 in Louisiana Street, conducted as a box office place by Miss Bettie Wiley, was the chief sufferer. The lightning played about the rear of the building and set the timbers afire. From there it communicated with the next residence, No. 27, occupied by Mrs. Apperson. The box and Main Street into the house and settled itself comfortably in a closet under the stairway. It is reliably reported that some alert gentleman closed the closet door on the intruding bolt, and that it is still there impotent and unable to do further harm.

The fire at the boarding house was of such proportions as to necessitate the calling out of the fire department. Engines No. 2 and No. 8 responded, and the blaze was quickly extinguished. Damage to the extent of perhaps \$100 was done.

The chief injury was to the nerves of several ladies who ran terrified into the street. One of them, it is understood, was seated at a sewing machine, over which the lightning played with unbecoming brilliancy.

LOOKED THE SOLDIERS.

So far as is known this is the only instance in which the lightning struck. Perhaps more damage was done by the rain at Madison and Main Street, where water backed up axle high, and for more than a half hour street cars and other traffic along this route had to be suspended. The flood extended from Monroe to Madison.

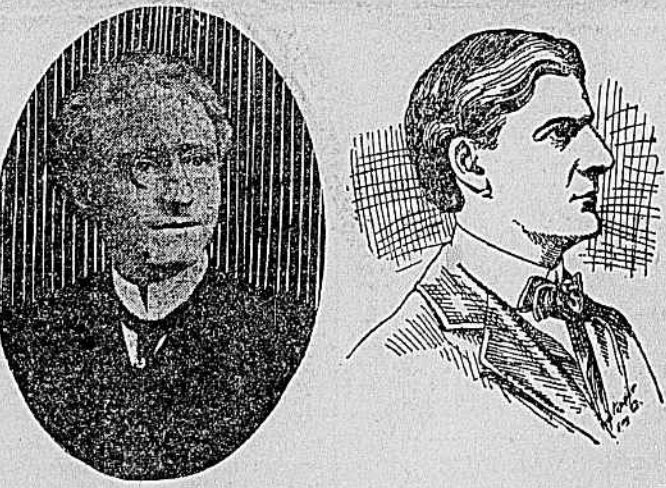
Shortly before 7 o'clock two companies of already sadly soaked military, who had been at Hollywood, came marching along and went full front into the water. The Blues came down Main Street and turned up Monroe to Franklin. The Richmond Grays turned into Madison from Cary on their way to Franklin also. The two companies met the flood at about the same moment, and then confusion prevailed.

To describe the scene which ensued is impossible. The companies yelled and jeered, enjoying the discomfort of each other, but preserved a line of march as well as they could. The white duck pants of the Blues were distressingly limp and clinging and spotty, and certain ailments.

(Continued on Second Page.)

The Times-Dispatch Twelve Cents a Week.
Beginning with the 1st of June, the price of THE TIMES-DISPATCH within the corporate limits of Richmond and Manchester and their suburbs, where delivered by carriers, will be 12 cents per week, or 50 cents per calendar month.

BIG MEETING AT THE BIJOU THEATRE TODAY



MR. HENRY S. HUTZLER,
Who Will Preside.

Much interest is taken in the mass-meeting to be given at the Bijou Theatre this afternoon at 3 o'clock to give expression in the Kishineff massacre. A number of short speeches will be made by prominent citizens and the stage will be occupied by fifty or more leading people, who will act as vice-presidents of the meeting. There will be no long addresses, and all those who may be present, will enjoy the treat in brilliant rhetoric and oratory, and they will be given an insight into the awful doings of the Russians.

The complexion of the meeting will be cosmopolitan and no one creed or religion will be in evidence more than another. It will be a spontaneous expression of indignation.

In addition to the vice-presidents already printed, the following have consented to act: Lieutenant-Governor Jos.

MR. GEORGE C. CABELL, JR.,
One of the Speakers.

E. Willard, Judge John H. Ingram, Messrs. John C. Easley and H. Felder Taylor.

The vice-presidents will enter by the stage door and occupy seats on the stage and the general public will occupy seats in the body of the house.

Mr. Henry S. Hutzler will preside over the meeting and the addresses promise to be of deep interest.

In the audience and on the stage will be some of the most prominent citizens of Richmond, who are anxious by their presence to voice their condemnation of the atrocious actions in Russia.

Governor Montague and Mayor Taylor will be present and addresses will be made by Governor Montague, Rev. Wm. B. Evans, D. D., Mr. Roscoe C. Nelson, Prof. S. C. Mitchell, Hon. George C. Cabell, Jr., and Rev. Dr. E. N. Calliech. The opening prayer will be made by Rev. John Hannon, D. D.

GIRLS MAY COME TO ALUMNI BANQUET

But It May Be a Little Awkward— Richmond College Graduates June 16.

An interesting question came up in the meeting of the Executive Committee of the Richmond College Alumni Society yesterday, whether the female members of the graduating class of this year should be invited to the annual luncheon of the Alumni Society, heretofore attended only by men.

This is the first time since women have been attending the college that the question has pressed itself upon the committee. But it was not hard to answer. It was decided unanimously that the usual invitation to the graduating class be to the guests at that time of the Alumni Society should include every member of it. The three or four young ladies who are to be graduated this year will be most cordially welcomed, though it may be a little embarrassing to them, so few among so many, and so far as known not being fond of cigarettes or cigars, they will be well lighted in the cloud of smoke that is luxuriously puffed after the meal.

RELIANCE WAS FIRST TO FINISH

There Was No Breeze and the Figures Are Without Any Significance Whatever.

(By Associated Press.)
NEW YORK, May 30.—A big fleet of yachts made a lane for the Reliance and Constitution to drift across the finish line of to-day's race, and the steamers almost split their whistles in hailing the Reliance winner. But the fickle sound breezes had made the race a fizzle. A seven knot easterly wind had dwindled to almost a flat calm, and Columbia, which had suffered most severely, was but a dim spectre in the distant haze when the winner crossed the line.

Reliance defeated the Constitution by 27 minutes and 26 seconds, and the Columbia by 2 hours, 8 minutes, 18 seconds. The last few miles of the race was a drift, and Reliance was a mile or more ahead the finish line than was the Constitution, when the drifting began, thereby securing a big advantage. Columbia was nearly three miles away when the Reliance finished.

In the first leg, which was the only one sailed under fair racing conditions, the Reliance had shown again that in a light wind and smooth water she was the queen of the trio. On that leg also Columbia again had been badly beaten by both Reliance and Constitution.

FIRST MEET WAS FATAL

Harry D. Elkes Killed in a Bicycle Race.

TWO OTHERS INJURED

Rear Tire Burst, Throwing the Rider Over Handle-Bar, and in Mix-Up Which Followed One Was Killed and Two Badly Injured.

(By Associated Press.)
CAMBRIDGE, MASS., May 30.—Harry D. Elkes, of Glens Falls, N. Y., the premier motor pace follower of the United States, was killed, and Will Simpson, most as well known a bicyclist as Elkes, and P. A. Gately, a motor steersman, were seriously injured in an accident at the initial bicycling race on the New Charles River track this afternoon.

The accident occurred in the first lap of the sixteenth mile of a motor paced race, and was due to the bursting of the rear tire on Elkes' wheel at a point where the track banks in at an angle of about 35 degrees. Elkes tried to stop his machine, and in doing so was thrown over the handle bars, turning a somersault, and with his wheel rolled down the steep embankment directly in front of Simpson's motor, which was manned by Gately.

The heavy motor struck Elkes, throwing Gately and the machine completely over him, while Simpson, who was following close behind, was also thrown. At the time of the accident Elkes was well in the lead, having made the new world's record for the five, ten and fifteen miles. The injured men were picked up and sent to the hospital, Elkes dying on the way.

Simpson was cut severely about the head and face, while Gately's foot was split open by the motor. The big toe of the right foot being nearly amputated. The men were in a 25-mile pace in the race. The race was continued by Walther and Moran, the former winning, completing the 20 miles in 20 minutes 20 seconds.

CLYDE LINE CERTAIN TO WITHDRAW NOW

It is now officially announced that the Clyde Steamship Company will discontinue operating their line of steamers to Richmond to-morrow, June 1st.

The steamer Yonassae, due to arrive here to-morrow afternoon, will be the last one of the company's vessels to come up the river. The ship sails from here on Tuesday morning at daylight.

While the withdrawal of the ships is to be regretted, the Richmond merchants and patrons of the line are assured that they will be protected in the way of freight rates. The same rates that are now in effect will continue to apply on all Richmond and Philadelphia business, and freight will be received and delivered daily by the Chesapeake and Ohio Railway at their Seventeenth and Broad Streets station.

The withdrawal of the Clyde Line from Richmond will mean also the removal of Mr. William G. Pritchard, agent of the company here, to Newport News. This will be regrettable news to Mr. Pritchard's many friends. He has been in Richmond two years, and has thoroughly identified himself with the people and institutions of the city. He is himself much grieved at leaving Richmond.

MISSISSIPPI CLAIMS SIXTEEN VICTIMS

(By Associated Press.)
MEMPHIS, TENN., May 30.—Sixteen negroes, the two families of cotton plantation owners and hands were drowned in the Mississippi River, near Pecan Point, forty miles north of this city.

They left the plantation after dark in two skiffs. Waves from a passing vessel capsized the frail boats, and all hands were lost. A lad, Will Bell, escaped by clinging to an oak. He was washed ashore and reported the tragedy to Dr. B. P. Chiles, who brought the news to Memphis.

JEFFORDS EXONERATED BY CORONER'S JURY

(By Associated Press.)
BAYANNA, GA., May 30.—The coroner's inquest to-night relieved Jeffords of the criminality in connection with the death of George Foreley, who was knocked out by Jeffords in a boxing contest Thursday night. The verdict of the jury was that the death of Foreley was accidental. Jeffords was immediately discharged from custody. The matter, however, may be brought to the attention of the grand jury.

SEABOARD TRAIN WRECKED IN FLORIDA

(By Associated Press.)
STARKE, FLA., May 30.—The south-bound passenger train on the Seaboard Air Line Railway ran into an open switch here last night at 10:30 o'clock and was wrecked. The colored fireman was killed and Engineer Weeks seriously injured. The locomotive was demolished. No passengers were hurt.

RIVER OF WATER RUSHES THROUGH LAWN

(By Associated Press.)
HUTCHINSON, KANSAS, May 30.—Hutchinson is under water to-day. A five-foot rise in Cow Creek west of here this afternoon broke the levee above town, letting a flood of water through the streets 3 feet deep, and merchants are removing their stocks.